

Buckeye Flyer

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Reserve dentist pulls Gs instead of teeth

By Tech. Sgt. Charlie Miller/445th
Public Affairs

Lt. Col. (Dr.) Scott Sayre regularly trades his dental instruments and dentist chair for a pilot's seat and cockpit flight instruments, but not in a military aircraft. The colonel flies a Beech T-34 Mentor with the Lima Lima Flight Team, a precision formation flying group.

Colonel Sayre is assigned to 445th Aerospace Medicine Squadron and has been flying for more than 35 years. He does not see himself piloting a wing C-5 Galaxy aircraft but he has aspirations to fly on it.

"My dream is to go to flight surgeon school and get my wings



U.S. Air Force photo by Tech. Sgt. Charlie Miller

Lt. Col. Scott Sayre, a reservist from the 445 AMDS, prepares for takeoff in his Beech T-38 Mentor at the Freedom Fest Air Show in Goshen, Ind., July 1.

so I can help in the overall mission," said the colonel, who has been with the 445 AMDS for more than two years. "However, I would love to fly any aircraft that the Air Force Reserve would want me to fly."

He has a better chance of going to the flight surgeon school than piloting a C-5.

"With the training I'd need and my age, piloting a C-5, would never happen," said Colonel Sayre, who is more than 50 years old.

When he's not at Wright-Patt for drill weekends or tending to patients at his private dental practice in Cincinnati, Colonel Sayre can be found hop scotching the Midwest performing with Lima Lima at air shows.

"The team does anywhere

from 10 to 20 events a year," he said.

Some weekends, Colonel Sayre and Lima Lima may do multiple shows. For the long Independence Day weekend, the team did two shows in one day in Indiana and flew to Michigan in between the shows for a briefing on three more upcoming shows.

"Out of the potential millions of air show patrons that see us each year, if we could get a couple of young people to explore aviation or the Air Force as a career, then I would be very happy. I do air shows because it is a really great thing to let the non-flying public see these old planes and get a taste of aviation past, present and future."



U.S. Air Force Photo by Tech. Sgt. Charlie Miller

The Lima Lima Flight team showcases their skills during a precision formation routine at The Freedom Fest Air Show in Goshen, Ind.

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Enjoy the day

By Chaplain (Maj.) William Dickens/445th AW Chaplain

"Time Flies." We have heard this all of our lives, haven't we? Maybe even multiplied a thousand times!

This season finds me not only hearing these popular words, but saying them myself. Further, I THINK that I am even beginning to understand them.

Some may call it midlife crisis, but I would prefer to call it "reflection" or at least something of a bit more substance. You see, I AM reflecting! The year 2006 has been quite the momentous time: my 40th birthday, our 20th wedding anniversary, my eldest son's senior year, my own graduation from Ph.D. studies ... and, there are still a few months left!

Not only does "time fly," the Bible reminds us that there is a time for everything! The wisdom of the writer of Ecclesiastes details this for us in chapter three, verses 1- 8. He begins by saying, "To everything there is a season, a time for every purpose under heaven." This puts things in perspective, doesn't it?

Jesus instructs us "not to worry about tomorrow" (Matthew 6:33). Why? "For tomorrow will worry about its own things. Sufficient for the day is its own trouble."

The point? "This is the day that the Lord has made; we will rejoice and be glad in it" (Psalm 118:24). Let us resolve to enjoy THIS day!

Extreme Makeover

By Col. James Blackman/445th Operation Group Commander

We in the 445th Airlift Wing have begun sporting a couple of new looks around the air mobility world, or for that matter, the world.

These new looks include our wear of the Air Force Reserve Command patch on our BDUs and flight suits and includes our presence around the world operating some hard-to-miss C-5 Galaxies that sport scarlet and gray "Wright-Patterson" tail flashes. Now everyone will know who we are and where we're from. This is good, isn't it?

Well, yes, this is good – and challenging.

It's good that we can proudly identify ourselves as citizen Airmen both capable and willing to take on any mission, anywhere. It's good that everyone will know we are members of the nation's true all volunteer force who have answered the call to duty. It's good that our major command will be more readily recognized



Colonel Blackman

as equal partners in the mission of our Air Force.

Also good is that people everywhere will know that we are from Wright-Patt, the birthplace of aviation and home to a proven unit with a reputation for its enviable work ethic and can-do attitude.

The challenge is that we actually have to live up to this new look. Now more than ever we will be judged as reservists who are not quite as anonymous as we were before. We need to keep our standards high and hold ourselves, and each other, to this lofty image that we have set for ourselves.

Our AFRC patches should only be attached to uniforms worn with pride and precision. Our Wright-Patt tail flash should be displayed only on aircraft that are clean, capable and operated professionally. In a way, we are an old unit making a new first impression. Let's get it right again.

Some of you may think that as reservists we need to work twice as hard to get half the credit. I'm not sure if this is true, but let's concentrate on doing as much as it takes to get full credit.

We're just the wing that can do it. Another caveat – our new look is not to be strutted. Let's do our talking through our deeds and our dedication, not by swagger and hype. We are more visible now, so let's show everyone what our team can do.

I'd say that we are looking good.

Buckeye Flyer 445th Airlift Wing (Air Force Reserve Command)

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Reserve Dentist

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A lot of practice time goes into a performance because, after all, it is a precision formation flying group.

"We have many practice days. We practice for a week or so in the spring and, then for each show we do, we will have a practice day. Since the team members come from all parts of the country we need seasoned formation pilots who can practice on their own and then come together and also practice as a team," said Colonel Sayre, who had a small air show team with T-34s and T-6s before joining Lima Lima.

"The military guys have an advantage because they flew jets and had military flying experience. With me it's the opposite; I can take this back with me to the 445th. The discipline of formation flying that I've learned as a civilian pilot can be helpful in a military setting," Colonel Sayre said.

There is an extraordinary amount of mental stress involved with formation and acrobatic flying, he said.

"This is a very challenging

and unique form of flying," the colonel stressed.

It's physically tiring, too. Colonel Sayre said he pulls up to 4 G's 10 or more times per show.

"When I land, I'm done," he said.

If the weather is dicey, especially with windy conditions, the mental and physical aspects of the job get cranked up another notch.

"If there is a lot of wind, then I have to fight the plane to keep it smooth. My plane weighs 2,900



U.S. Air Force Photo by Tech. Sgt. Charlie Miller

Lt. Col. Scott Sayre stands atop his Beech T-38 Mentor prior to takeoff at the Freedom Fest Air. The colonel, a member of the Lima Lima Flight Team, has about 4,000 hours of flying time and several different pilots' licenses.

pounds. A fighter jet weighs like 25,000 pounds and just cuts through most winds," he said.

Colonel Sayre, nicknamed "painless," is kind of the odd man out with the Lima Lima team. All of the current and former team pilots have a military flying background, fly full time with a

background, it was just learning a few new procedures."

Colonel Sayre plans on flying with Lima Lima for another 10 years or longer.

"In the past, most team members finish by about age 65 but I may go a little longer," he said. "I think I have another 10 years of good flying in me without any problems."

Colonel Sayre has about 4,000 hours of flying time and several different pilots' licenses. His father and uncles were U.S. Navy pilots in World War II and after.

"They got me hooked on aviation as a child, but I have always loved dentistry and medicine," he said. "I'm happy to not be a full-time commercial pilot. I'm suited better in my vocation as a dentist. However, I love formation and aerobatic flight, so this is a great combination. Had I been able to fly fighters then maybe I would have preferred a different career path."

Colonel Sayre has been practicing general and implant dentistry in the Cincinnati area since 1977.

"Out of the potential millions of air show patrons that see us each year, if we could get a couple of young people to explore aviation or the Air Force as a career, then I would be very happy." - Lt. Col. Scott Sayre

commercial airline or are retired from an airline.

"Scott is an excellent pilot, a solid formation pilot," said retired Lt. Col. Skip Aldous, a Lima Lima pilot who flew F-102s and F-16s for 20 years while on active duty and with the Florida Air National Guard.

"It's usually a 2- to 3-year process to learn to do it the way we do it," Colonel Aldous said. "He learned to fly with us faster without a military background. For those of us with a military

445 ASTS deploys to provide healthcare to Native Americans

By Maj. Ted Theopols/445th Public Affairs



Just on the spurs of the Black Hills in South Dakota is an Indian Reservation called Pine Ridge. The reservation is home to the Oglala Sioux Tribe, decedents from the Great Sioux Nation. The reservation covers about 2.8 million acres and has a tribal membership of

approximately 17,775.

One of the main cities, Pine Ridge, is just 50 miles east of the Wyoming border and on the Nebraska state line. There, nine members of the 445th Aeromedical Staging Squadron did their annual tour, helping Native Americans at the local hospital operated by the Indian Health Services.

The small contingency of medical personnel was divided up into three areas: ambulance, emergency room and mental health.

Master Sgt. James Hepp and Tech. Sgt. Anthony Gallela were assigned to ambulance teams. The ambulance teams were located not with the hospital, but up on the tallest hill in town next to the old hospital where they waited in a small dorm room until they responded to emergency calls.

"We do so much classroom training but not enough real world hands-on training which is the best training," said Tech. Sgt. Gallela. "Both of us, as he refers to Master Sgt. Hepp, have desk jobs in the civilian world so we need this type of training."

"We're working in only one of four ambulance

locations on the reservation," said Master Sgt. Hepp. "Each ambulance housing location covers a vast area on the reservation."

On average, both sergeants had 3 to 6 emergency runs a day. Each was assigned to different ambulance teams to provide more help. They even varied their work schedule to be available during peak calls during the evening shift. When the sergeants transported patients to the hospital, each saw others from their unit working in the emergency room.

At the emergency room in the hospital, medical personnel listened to the ambulance radio frequency so they knew when someone was being transported. The ER has 5 beds and one trauma and casting room. The hospital itself has only 58 beds with an average of 5 full time physicians, 20 registered nurses and 9 licensed practical nurses. Because of its remote location it's difficult to recruit to the area.

Four nurses worked in the ER and when it was slow two nurses would slide over to primary care, which was just across the hall, to help them out. That's where Maj. Michael Breitweiser worked most of the time to assist with the high volume of outpatient clients.

"It's an uneventful day," said Lt. Col. Karen Turner who was the deployed commander for this trip. "But that's a good thing working in an ER."

But it wasn't long before ambulances transported in two new patients. One patient was a young Native American with head trauma and another female patient for diabetes. According to the Indian Health Service, diabetes is the fourth leading cause of death to Native Americans and Alaska Natives. Tuberculosis, alcoholism and motor vehicle crashes top the list.



Left: Medical Technician Tech. Sgt. Anthony Gallela (right) from the 445th Aeromedical Staging Squadron helps emergency medical technicians prepare to transport a Native American to Pine Ridge hospital for treatment.

Above: A Native American symbol is on the front entrance to Pine Ridge Hospital on the reservations.

1st Lts. Jenice Brown and Tamara Thomas assisted the local physician on most cases coming into the ER. 1st Lt. Brown is a nurse at Ohio State University Hospital and 1st Lt. Thomas is a nurse at Doctors Hospital West, both located in Columbus, Ohio. Both were used to seeing ER injuries and ailments.

Before the end of the nurses 11 to 7 shift, they prepared patients to be flown to Rapid City for further medical care. Both patients experienced seizures while being loaded into the ambulance and had to be brought back inside the ER to stabilize before proceeding to aerovac.

Col. Karen Nagafuchi was no stranger to an Indian Reservation. This was her fourth time to a reservation. The colonel was assigned to a mental health section with two other reservists.

"I like coming to the reservations a lot," said the colonel. "I really feel like we make a difference."

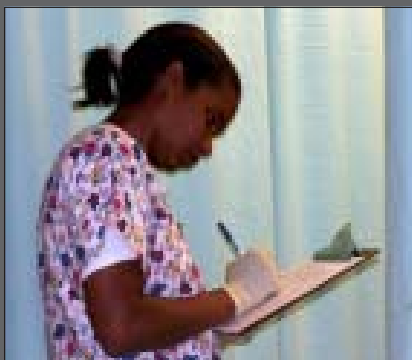
"Depression is very high here," said Col. Nagafuchi. "About 73 percent of the diabetics also have some form of depression. Left untreated it gets worse which leads to suicide."

According to the Indian Health Services statistics, suicide among American Indians and Alaska Natives is 62 percent higher than other Americans.

Unfortunately for Tech. Sgt. Gallela, he saw that first hand. "We answered one call that was really far away," said Gallela. The call was for an attempted suicide, but when we arrived, it was a successful attempt."

Master Sgt. William Fleming, who was also in mental health, stated he went right to work as soon as he got there.

"I was put to the test the first day seeing several patients," said the sergeant. "One of the things I had to do right away with patients was to build trust because of the



U.S. Air Force photo by Maj. Ted Theopolos

1st Lt. Jenice Brown charts medical care given to Native Americans in the emergency room at Pine Ridge Hospital.



U.S. Air Force photo by Maj. Ted Theopolos

Senior Airman Christy Carter and Col. Karen Nagafuchi from mental health check a patient's chart on the computer.



U.S. Air Force photo by Maj. Ted Theopolos

1st Lt. Tamara Thomas helps the local physician put 15 stitches in the top of the patient's head in the emergency room. Reservists working in the hospital were asked by the hospital administration not to wear their uniforms which might cause a culture barrier.

culture barriers. After I received their trust then we could proceed further for treatment."

Colonel Nagafuchi tried to arrange for Sergeant Fleming, Senior Airman Christy Carter, and herself to visit home patients and community centers with some of the outpatients.

The hospital was short on mental health professionals. They had two thirty-day hires and one position that has not been filled in three years mentioned Colonel Nagafuchi.

"Doing outreach service is where you see the great need for our services," said the colonel.

"Because of the high gas prices, the outpatient load was down so we're going to them."

One of the visits the mental health experts were trying was quite unusual. "Some of the trouble police handle the reservation is related to depression," said Airman Carter. "So we're going to the jail on assisted visits there to see if we can help."

Medical personnel have been at Rose Bud and Cheyenne River reservations and plan to be at one of them again next year. For the members of the 445 ASTS, it was valuable training that also gave back to the community.



ASTS sharpen skills at Golden Medic

By Senior Airman Martin Moleski/
445th Public Affairs

Members of the 445th Aeromedical Staging Squadron deployed from here June 11 to Augusta, Ga., to participate in the Army Reserve's largest medical exercise, Golden Medic 2006.

The ASTS was joined by about 200 other Airmen reservists, who set up base at a regional airport. Nearly 2,000 soldiers took part in the exercise at Fort Gordon.

Golden Medic tests the ability of Air Force and Army medical and support units to evacuate casualties from the battlefield to a hospital outside the region.

Airmen at the airport set up a tanker airlift control facility, which controlled the flow of military aircraft flying into and out of the airport.

The ASTS was part of the Patient Insertion Team, which prepared patient requirements for each mission load aboard a C-130, C-17 or Army helicopters, said Senior Master Sgt. David Bloomfield, 445 ASTS Senior Art/Health Services Manager.

Servicemembers and mannequins were outfitted with makeup to reflect medical conditions that met mission



Courtesy Photo by Tech. Sgt. Michael Smith

Senior Master Sgt. David Bloomfield, 445 ASTS, transports a patient during Golden Medic 2006, the Army Reserve's largest medical exercise.

requirements for each scenario. They were then transported through the aeromedical evacuation system that allowed the ASTS members to practice their skills.

After assessing their medical conditions, medics moved patients from the mobile aeromedical staging area to a C-130 Hercules, Sergeant Bloomfield said. After the C-130 landed, patients were reassessed, and if necessary, medical teams loaded them onto a C-17 Globemaster III for transport out of theater.

In total, the Patient Insertion Team handled 108 patients and mannequins during the 10 day deployment.

"We have to practice interfacing with our sister services so we can provide the

best medical care in a wartime environment," said Lt. Col. Mike Dankosky, exercise director for the Air Force section of Golden Medic. "Golden Medic provides us an excellent opportunity to do just that and gain hands-on training in a joint contingency environment."

The military medical care system offers a 97 percent survival rate after casualties make it out from the battlefield to the theater hospital, Colonel Dankosky said.

"Air Force Reserve Command has participated in this exercise from the beginning," said Chief Master Sgt. Tim Pittman, exercise planner from Headquarters AFRC, Robins Air Force Base, Ga. "We started out with a handful of people and continue to expand participation every year."



Courtesy Photo by Master Sgt. Chirron Hartpence

445th ASTS members Tech. Sgt. Michael Smith aides Master Sgt. Carrie Wiggins-Britford during a Golden Medic exercise.

Newcomers

Welcome to the following reservists, recently assigned to the 445 AW:

Capt Danielle Brink, 445 AW
1st Lt Erica Donahoe, 445 AW
TSgt Clayton Callahan, 445 SVF
SSgt Daniel Baker, 445 MXS
SSgt Robert Bussberg, 445 MOS
SSgt Jennifer Hemmenger, 445 SFS
SSgt Jason Hodge, 445 SFS
SSgt Derek Micucci, 445 MXS
SSgt Kristopher Powell, 445 SFS
SSgt Henry Rosasco, 445 CES
SrA Jeffery Gardner, 445 SFS
SrA Joanne Laboltpatten, 445 AMDS
SrA Sara Stanley, 445 AMDS
A1C Staisha Cox, 445 ASTS
A1C Christopher Lipps, 445 CF
A1C Lacey Wager, 445 AMDS
AB Nicholas Barth, 445 MOS
AB Brandon Vance, 445 CES

Awards

Congratulations to the following 445 AW members who recently earned awards.

Meritorious Service Medal

Col Marcus Caudill, 445 AW
Capt Kimberley Manton, 445 ASTS
SMSgt George Balut, 445 MXG
SMSgt Walter Spinner, 445 LRS
MSgt Jerry Phelps, 445 MOS
MSgt Angela McBride, 445 OSS
MSgt Jeffrey Foster, 445 AES
TSgt Dawn Williams, 445 SVF

Air Force Commendation Medal

Capt Scot Crowell, 356 AS
Capt Clifford Erli, 356 AS
Capt Todd Haifley, 356 AS

Promotions

Congratulations to the following reservists recently promoted to the rank indicated.



Airman First Class

Robert Corn, 445 AES
Karla Pipkin, 445 MSF
Thomas Wilson, 445 AMXS



Senior Airman

Seth Bollinger, 445 AMXS
David Griffith, 445 AMXS



Staff Sergeant

Justin Brothers, 89 AS
Richard Carey, 87 APS
Zachary Ditto, 445 AMXS
Toby Ellis, 87 APS
Christopher Falloon, 445 AMXS
Michael Goody, 87 APS
John Harr, 445 AMXS
Sean Kennedy, 445 AMXS
James Thompson, 445 ASTS



Technical Sergeant

Emanuel Cruz, 445 MXS
Elisa Haid, 87 APS
Corey Hall, 445 MXS
Ernest Haygood, 445 MSF
Timothy Opp, 87 APS
Tekara Ray, 445 ASTS
John Telford, 445 MOS
Kendric Winters, 87 AS



Master Sergeant

Kathrine Barnes, 445 LRS
Michael Fisher, 445 MXS
William Kaczmarczyk, 445 ASTS
Ernest Lilly, 445 ASTS
Leegurtha Lucas, 445 MSG
Shannen Michael, 445 MSG
Mark Mollohan, 445 MOS
Cheryl Smith, 445 ASTS
Andrew Vanert, 445 MXS
John Wagenbach, 445 AMXS
Douglas Werner, 445 AMXS



Senior Master Sergeant

Stephen Amos, 445 MXG



First Lieutenant

Erica Donahoe, 445 AW
Tamara Thomas, 445 ASTS



Captain

Eric Palichat, 89 AS
Matthew Smith, 89 AS



Major

Corey Gallus, 445 ASTS
James Kern, 445 AES

Effectiveness of commercial air cargo augmentation under review

by Maj. G.P. Mirabella U.S. Transportation Command Public Affairs

U.S. Central Command's Deployment and Distribution Operations Center, or CDDOC, has initiated a test to determine the cost and effectiveness of using commercial air cargo aircraft to augment military aircraft in delivering supplies to troops in Iraq and Afghanistan.

The purpose of this initiative, called the Commercial Government Air Program, CGAP, is to develop a commercial air capability to efficiently move cargo, establishing conditions to reduce the number of military aircraft in theater.

The test, which began July 17, will run 45 days and will validate the cost and mission-effectiveness of the new program for scheduling air cargo traffic in theater, testing commercial carriers' ability to handle increased cargo requirements.

During this evaluation period, certain cargo — because of its nature or priority — will continue to be flown on military aircraft, but as part of this new process, select cargo will be analyzed to determine if a commercial carrier would be more cost-effective.

CDDOC planners estimate 15 to 20 percent of routes now flown by military aircraft may be better served by commercial carriers and are potential candidates for CGAP.

The test follows a Commercial Air Heavyweight Tender conference in Dubai, United Arab Emirates, earlier this month. Attendees at that conference included firms such as DHL, UPS, United/Continental and National Air Cargo.

One measure of success will be the ability of the commercial carriers to maintain time-definite delivery and volume on low-density air channel routes.

A key measure will be an overall reduction in cost of air cargo operations. From December 2005 to May 2006, the average monthly cost of airlift into the theater was \$54.6 million. CENTCOM projects cost avoidances under CGAP to be a minimum of \$600,000 per day.

In addition to cost savings and better use of military cargo aircraft — such as C-130 Hercules and C-17 Globemaster IIIs — CENTCOM CDDOC planners believe that increased commercial cargo routes will help spur economic development in the civilian sector.

The overall goal of the initiative is to give military planners the ability to select the right aircraft on a holistic cost basis.

News Briefs

Wing Picnic



This year's wing picnic will be held Aug. 6 at 11:00 at Bass Lake. This year's events include: music, volleyball, horse shoes, clowns, bouncy house and pony rides for the kids, and of course food and drinks. Don't forget the fitness challenge will be held during the picnic, contact your first sergeants and chiefs.

Volunteers Needed



The wing is in charge of a water station for the 2006 USAF Marathon Sept. 16 and is looking for volunteers. Everyone is welcome to participate including family members. Each volunteer will receive a FREE t-shirt, patch, volunteer packet, and certificate. Station six is located in a sunny area off of Kauffman by Wright State and there will be access on and off for those who need to leave early or arriving late. For more information contact Deborah Claridy at 257-0238.

Wing leaders visit Washington D.C.



Chief Master Sgt. Aaron Mouser, *left*, 445th Command Chief, and Col. Brian Dominguez, 445th Vice Commander, on the steps of the Capitol in Washington, D.C. July 11. They talk with the point of contact for the Commander's Congressional Orientation Course, Valerie Barnes, *right*, Superintendent of Policy Integration Division, who arranged a meeting during the visit with Congressman Dave Hobson, Ohio 7th Congressional District.

Command Chief Mouser said they spoke to Congressman Hobson for two hours discussing current Guard and Reserve issues. Some of these included early retirement and appropriation concerns. In addition to speaking with Congressman Hobson the course included a legislative update, the omnibus process, and personnel program issues.

U.S. Air Force Photo by Maj. Jose Cardenas

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